

**Congress of the United States**  
**Washington, DC 20515**

September 28, 2023

Chair Janno Lieber  
Metropolitan Transportation Authority  
2 Broadway  
New York, NY 10004

Dear Chair Lieber:

Despite significant opposition to the Central Business District (“CBD”) Tolling Program (“Program”) and the unique and disproportionate impacts the Program will have on New Jersey residents, the Metropolitan Transportation Authority (“MTA”) has shown no interest in engaging in a good-faith dialogue with key stakeholders in New Jersey. While we have deep reservations about the Program, we support expanding MTA’s 7 Train to New Jersey. This expansion would provide a single-seat option for New Jersey residents commuting into Manhattan while meeting the Program’s stated purpose of reducing the number of cars traveling into the CBD.

As it currently stands, the Program will place a significant financial burden on New Jersey residents who commute into Manhattan. It is estimated that the average commuter could pay an additional \$5,000 tax per year, allowing the MTA to reap this additional revenue without investing in pollution mitigation in New Jersey or improved public transit services for our residents. As New Jerseyans return to in-person work, we should take steps to make their commutes easier, more efficient, and more affordable in the most environmentally friendly way possible.

Further, under the Program, the Port Authority of New York and New Jersey (“PANYNJ”) stands to lose millions of dollars every year, which will significantly limit its ability to improve critical assets, such as the Port Authority Trans Hudson (“PATH”) service between New Jersey and New York, and the proposed redevelopment of the PANYNJ Midtown Bus Terminal. If the MTA and New York City are serious about alleviating congestion, it should improve public transportation by expanding the reach of their services and ridership through additional rapid transit options across the Hudson River.

The Program must be affordable for New Jerseyans and be accompanied by the extension of the subway system’s 7 Train to Secaucus Junction, with appropriate labor safeguards in place. As you know, discussions regarding the construction of an additional commuter rail line between New Jersey and Manhattan have been ongoing for over a decade. In 2013, New York City published a study to evaluate extending the 7 Train via a two-track tunnel under the Hudson River. The study found that an extension to the Frank R. Lautenberg Station in Secaucus would improve trans-Hudson access between New York and New Jersey by leveraging existing investments in the 7 Train extension and allow for an estimated rider capacity of 128,000 people per day. In addition,

the study found that the 7 Train extension would be fully compatible with the Gateway Project, which was recently confirmed with staff at the Gateway Development Commission.

Consequently, we strongly urge the MTA and New York City to provide additional trans-Hudson rail services to commuters through the expansion of the 7 Train. While we disagree with the MTA's decision to move forward with the Program, we look forward to engaging in a productive dialogue that will both benefit New Jersey residents and further the plan's stated goal of getting cars off the road. We would appreciate your support of our efforts and are available at your convenience to discuss these matters further. Thank you for your time and prompt attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Robert Menendez". The signature is fluid and cursive, with a long horizontal stroke at the end.

Robert J. Menendez  
Member of Congress  
New Jersey's Eighth Congressional District

A handwritten signature in blue ink that reads "Bill Pascrell Jr". The signature is fluid and cursive, with a long horizontal stroke at the end.

Bill Pascrell, Jr.  
Member of Congress  
New Jersey's Ninth Congressional District